

LONG ISLAND FORUM



Historic Views of Nassau County from the Watercolors of Cyril A. Lewis
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When Wireless Was Young

Shortly following the turn of
this century, the wondrous advent
of wireless telegraphy attracted
many youthful experimenters to
the fascinating new field of com-
munication.

Eventually, eastern Long Island
provided quite a crop of eager
young enthusiasts. In the first
decade, though, my brothers Clare-
nce and Elwood, together with
Israel P. Terry and the Bly brothers
of Southold, and Henry Fitz
of Peconic, were early pioneers
actually in the vanguard of Suf-
folk County's North Fork wireless
dilletantes.

At our residence, a small red
erstwhile woodhouse served as the
"wireless station." From the high
ridgepole of farmer Nelson Bish-
op's barn to the top of a tall
cherry tree there was extended a
mysterious-looking aerial, with
lead-in wires to the little wireless
shack. Here my two brothers, who
were most ardent fans, would
spend long evening hours receiving
messages from faraway places.
They were fairly proficient and
adept enough to pick up the gist
of wireless "conversation."

Illuminated only by the eerie
glare of an old kerosene barn lan-
tern, the tiny building bordering
the graveyard took on an aura of
mystery as the night hours ticked
away. Tellefunken, the great Ger-
man government-owned station at
Sayville, was exceedingly power-
ful. How my brothers 'cussed'
Tellefunken! Its overwhelming
whine-and-drone quite often ut-
terly precluded decent reception of
more distant stations. Anyway, its
messages were always in code and
so unintelligible that they proved
deadly dull reading. The big Ger-
man station was a clearing house
for a vast network of spies then
operating in the United States.
Despite the powerful interference,
our U.S. Naval Station at Pense-
cola always surmounted the mono-
tonous drone of Sayville's raucous
sputtering. Pensacola was the
Long Island amateur's delight.

When the United States de-
clared war upon Germany in April,
1917, one of the first acts of the
Navy Department was to seize
Tellefunken.

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Birth of the South Bay Scooter

MEN on Long Island's south side bays since early times have fished, clammed, oystered, eeled, and set fykes, fishtraps, frostfish nets and smelt nets. Years ago they built small plumb-sided flat-bottom scows and rowboats or sharpies. These made good carriers for their catches, and when winter came they placed narrow wagon-tire strips on the boats' chines. Some men planted wooden strips on the chines and placed the tire strips on them, so boats or scows could be dragged through snow over the ice.

Now I am not going to even intimate that the scooter came from these scows, for it did not. That is another story. But with a lot of hard labor men got these crude boats through thin ice and up on hard, thick ice to work their many sorts of fishing equipment, and to carry their numerous kinds of foodstuffs in the raw that our bays have produced over the years. It was all cold, rough, hard work.

Applying this scooter idea to their work boats, the baymen produced small boats with planking running lengthwise and with wooden and flat brass runners screwed on, thus easing their labors. They push-piked these boats over and through the ice or water to set and run their fykes on the flats across the bay, returning with unbelievable amounts of flatfish (flounders) for market.

Then when sails were adapted to the gunning scooters and the jibsail used for steering, the baymen followed suit and long, hard jaunts were greatly reduced. All of this happened after the sailing gunning scooter appeared.

An interesting story was published some time ago in one of our south side papers with the picture of a boat labeled "an improved type

Capt. Wilbur A. Corwin

Editor's Note

When the village of Bellport became incorporated some years ago the electors adopted the scooter as the village emblem and seal, whereupon the trustees asked the author of this article to make a scale drawing of the first scooter, the Jib. The same design was also adopted by the local Citizens' ticket which, incidentally, has never lost an election. Not only did the author's father make Bellport the birthplace of the first practical scooter, but he provided the world with a thrilling winter sport.

scooter or glorified Seaford skiff". The picture showed no skeg which every Seaford skiff has. I have a lot of respect for the wonderful

little Seaford skiff. It is as fine a type of sailing gunning craft for the water as was every designed, but a real Seaford skiff has a hollow bow and so much deadrise that it would not only wedge in the ice and cut the hollow bow, but also cut along the sides. And the skeg would not permit backing out of a water-hole to the ice or turning around in thin ice.

The real scooter must have a specially designed bottom and be built to move in and out of a water-hole to the ice, either forward or backward. Else it would be stuck in the hole. It must further have so little deadrise that thin sharp ice will run under



The Author's Scooter "Jib" in Waterhole Righting a Large Racing Scooter that had Upset. He had Just Rescued Its Occupants, Gil Clark and Timme Hermus, from the Water.

and not cut the hull. It must have its greatest width forward so that when the ice is once broken the entire sides are in water and the whole craft afloat in the track made through the thin ice.

As soon as the sailing gunning scooter was in operation here at Bellport a few local gunners used it on Narrow Bay and East Bay and as far west as Fire Island Inlet where strong tides quickly cut holes in the bay ice.

Great South Bay to the east was then filled with brackish water as we did not have all the present-day inlets feeding in so much salt seawater at every flood tide, while the many streams were then as now feeding freshwater into the bay. We also had cold winters, and with fresher water we had thicker, tougher and harder ice to contend with.

I have sailed from East Island to Bellport in a north-west wind with my father and my uncle, breaking thin ice all the way, and not one of our three scooters showed any sign of cutting. This trip back home followed a sail up to East Island in early morning on thick ice near the south side of the bay, and a fine day of shooting was enhanced by beautiful bags of fine redheads and broadbill.

All these statements about scooters are factual, but I would never presume to suggest that the scooter was the product of any inventions, ideas or studies of mine. However, having been so much with my father and having spent so many of my early days with him at his boat-work and in the practical use of scooters, I can freely reminisce and record a good many incidents connected with my father, Capt. Wilbur R. Corwin.

It was in 1874 that my father, a lifelong resident of Bellport, built a pumpkin seed shaped gunning boat 13 feet long and 3½ feet wide with runners on the bottom. In this little craft he went skim-

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Long Island's Historical Painter

THE 400 striking scenes of Nassau and Suffolk which Cyril A. Lewis of East Williston has painted, many of them reproduced in dozens of publications and even imprinted on china, deservedly have earned him a reputation as "Long Island's Historical Painter". The foregoing was the lead paragraph in an article in the New York Sunday Mirror of November 18 by the Mirror's Long Island editor, Neal Ashby. Readers of the Long Island Forum which has printed numerous photographic reproductions of Mr. Lewis' work can appreciate Editor Ashby's high appraisal of these magnificent watercolors and accept as well earned the title which he has given the artist.

Mr. Lewis is not a native Long Islander. He was born in Birmingham, England, in 1903, and at the age of twelve won his first award, a silver

H. P. Horton

watch, for a portrait of Queen Victoria. Having thereafter made a thorough study of art, and won several scholarships, he took up advertising art before coming to America at the age of twenty-four. Locating at East Williston in Nassau County, he opened a studio in New York ten years later.

Elected president of the Nassau County Art League and devoting his spare days to roving the island's byways, he became intensely interested in the old homesteads, colonial churches, ancient mills and other historical subjects in Suffolk and Nassau counties. It was not long before there was a real demand for his watercolors which, never abstract, contain a wealth of detail that preserves the true character of his subject, be it a venerable old homestead or church, a landscape of his-

torical significance or a marine view.

To again quote Editor Ashby: "Lewis' view of the East Williston station is praised by critics as 'dramatic'. It is hard to imagine a railroad station being dramatic, but the brilliant spears of sunlight in the dawn sky of this painting make it truly so." This painting and that of the old Mt. Sinai Church won Mr. Lewis a number of Allied Artists' Gold Medals. Winning awards, however, has never been unusual in his career. He has received approximately fifty awards, including numerous medals, for his Long Island paintings alone. But he has not confined his art to this field although it is undoubtedly his favorite. He exhibits regularly in the Allied Artists of America, the Audubon Artists Group, the Salmagundi

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Historic Views of Suffolk County from Mr. Lewis's Watercolors

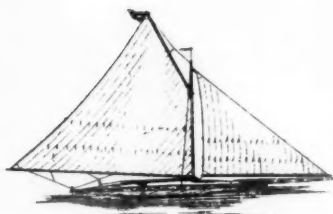
Birth of Scooter

Continued from Page 4

ming over the frozen bay, scooting about in and out of water-holes. He propelled the boat by hand, using a hook with a spur and flange blade which he designed and was made by Bellport's local blacksmith, Joseph Shaw. It was only natural that folks began calling the craft a scooter.

My father sold this boat to Sheriff Robert L. Petty who sold it to George Ed Corwin who in turn sold it in Bay Shore. Meanwhile father built another scooter for Sheriff Petty and still another for John N. Rogers, a West Hampton duck raiser. And so these ice-and-water boats began spreading out along the south side.

While he had his first scooter, father, Richard B. Hamel and Daniel Petty were occupying a gunning house on Great South Beach while engaged to guard a cargo of sea sugar that had been salvaged from the wrecked schooner Avlona, stranded on the far side of the beach opposite Bellport. The cargo had been transferred by a tramway from the schooner, past the dunes to the bay side of the beach where, encased in barrels and hogsheds, it was placed on driftwood planks and covered with the schooner's sails. (See Annual Report, U.S. Life Saving Ser-



The "Jib" as Sketched by Author for Bellport's Village Emblem

vice, Year Ending June 30, 1885).

As the bay was ice covered, the little scooter was used by these men to get their supplies from Bellport across the bay. They used small mainsail on the scooter when the wind was favorable, but as the runners were flat it would slide sideways. So father took it into the beach house one night and beveled the runners to center 1/8 inch to the one inch width, giving the runners their low point on the inside. This stopped the side slipping.

For some years thereafter local baymen used beveled runners, with pike hooks, balancing their own weight fore and aft and from side to side. As all these boats had long straight runs to their runners they would move more easily on rough or pebbly ice than on smooth ice. Not being satisfied with his first arrangement, my father took his scooter in the beach house the

Continued on next page

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Birth of Scooter

Continued from page 6

next night and rockered its beveled runners. It was a big improvement and made the scooter handier than ever as a winter boat for baymen.

I am nearing 76 years of age and can remember back to my boyhood when baymen used to come to my father to have him shape the woods and runners on their boats. They used to say "he had the know how". My father and R. B. Hamel, my uncle, sailed their scooters during an era when many sailing vessels were stranded and wrecked on the outer beaches. They were often called upon to scooter the underwriters' agents and newspaper reporters across the frozen bay to the vicinity of a stranded ship to cover the story of the wreck.

When the schooner John S. Ames came ashore in the winter of 1893 at Fiddleton,

about opposite Bellport, my father made his first trip to the wreck with mother, Marie L. Corwin, my six-year old brother Mortimer F. Corwin, and his schoolteacher, Ida M. Henry. Traveling under mainsail, they crossed the bay in eight minutes. With brass runners and no shrouds to hold the mast up, that was quite a trip for a 13½-foot craft. During the entire trip they could see the masts of the wrecked schooner beyond the beach dunes.

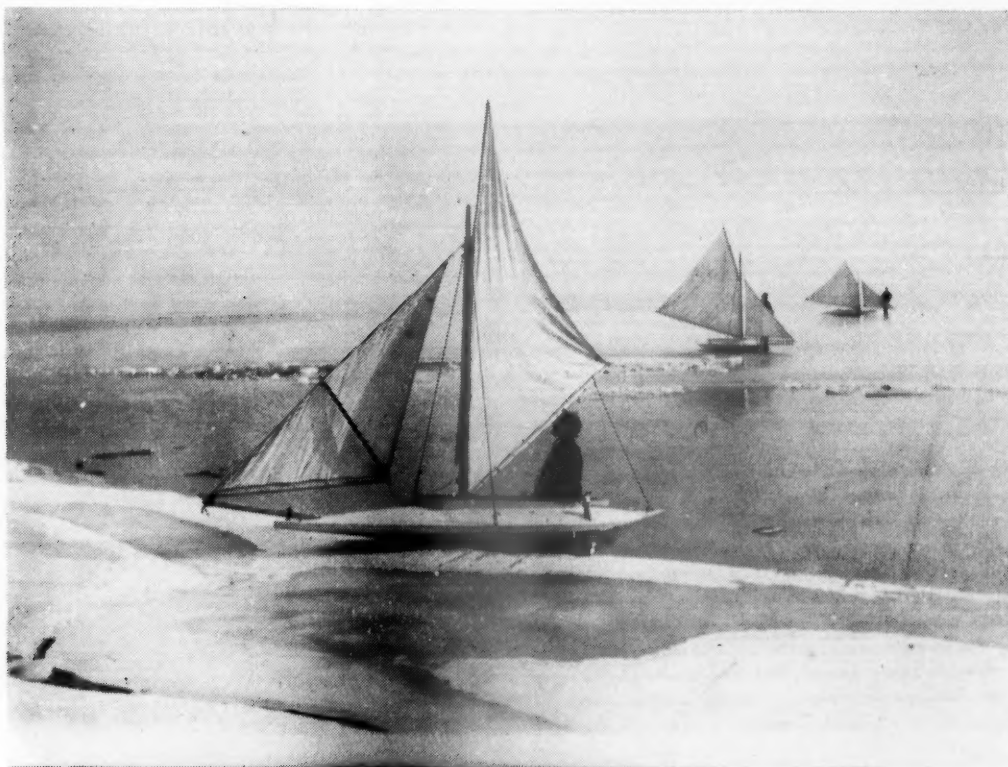
During the first part of the trip they had easy gliding on the smooth ice but when they reached the rough ice on the flats they got a good shaking up. In some way mother got her feet mixed up in the rope known as the jibsheet just when the scooter was heading for a bank of seaweed rolled up on the ice at the edge of the bay and although father tugged at the jibsheet he could not get enough slack to bring the

scooter up into the northwest wind.

Result: they jumped the seaweed and kept right on going over the frozen meadow, heading straight for the schooner whose masts stood above and beyond the dunes. "Are you going to take us right to the wreck?" mother asked, and father replied, "I sure am if you don't get off of that jibsheet." The scooter finally came to a stop in the bushes, eight minutes after leaving Bellport. Then they walked over the hills and down the beach to the wreck.

During those years my father and Daniel Petty built a number of scooters for the Life Savers (Coast Guards today) whose stations stood about every five miles along the outer beaches. Eventually, however father gave instructions, his plans and molds for building scooters to Henry V. Watkins of Bellport who turned out many of

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Scooters Off Patchogue. From 1905 Photo by Hal B. Fullerton.

Club of New York, and the American Watercolor Society, to all of which he belongs and in the latter society serves as secretary. He also served as president of the Brooklyn Society of Artists.

The originals of the groups which are shown here are very colorful watercolors 40 by 60 inches in size. Either or both groups are especially suitable for display in schools, museums, libraries and other public buildings, as well as banks and business institu-

tions generally. Mr. Lewis has also made smaller colored reproductions of the two groups mounted on masonite and artistically framed in gilt or mahogany, suitable for home use. As a matter of fact, these creations and others displayed at his home studio at 25 Orchard Meadow road in East Williston constitute a very unusual art exhibition well worth visiting (by prearrangement, of course).



Mr. Lewis and His Painting of East Hampton Presbyterian Church

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H. W. Loweree
Port Washington

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The General Museum-Library of the Suffolk County Historical Society, at Riverhead, is open daily (except Sundays and Holidays) from one to five P. M.

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Early Appraisals and a Deed

AMONG the papers left to his daughter, Miss Winifred Strong, by her father Judge Selah B. Strong, was an old unrecorded Indian deed, evidently for property on Great South Beach. This she has kindly given me permission to copy. It begins:

"This Indenture made the third day of October in the second year of the reign of our sovereign Lady Anne by the grace of God Queen of England, Scotland, —, Ireland, —, and in the year of our Lord one thousand seven hundred and three, between Wameeous Sachem, Cheepous, Pampatt, and other Indians whose names are hereunto subscribed and seals affixed, of the one part, and Thomas Willotts of Seaquotague in the county of Suffolk, Yeoman, of the other part—in consideration of a certain sum of good and lawful money of New York to them in hand paid by Thomas Willotts at and before ensembling of this indenture . . ."

The following is a description of the locality so deeded: "that part of beachland and ground scituate, lying and being on the Southside of the Island in the county of Suffolk aforesaid, bounded as follows: that is to say, north by the Sound or Bay, east by the great Gutt or Inlett, south by the Ocean, and west by Huntington, lynes or bounds together with all woods, underwoods, meadows, marshes, creeks, and coves to have and to hold."

Rights are given the Indians as follows: "Wampeous, Cheepous, Pampatt, etc. shall and may have full fishing and fowling rights and privileges . . . and the right to gather cranberries and bayberries upon the premises . . . and to keep their own swine upon the greens and premises here-in contained."

Kate W. Strong

The deed was signed with the names of eleven Indians, each Indian making his mark after his name, a seal being affixed after each one. It was witnessed by Samuel Smith, George Smith, and Timothy . . . (This last name was difficult to decipher.)

In these days of automobiles no nine men would attempt to value for tax purposes the real estate and housing of the whole state of New York. But that was the job given to my great-great-grandfather and eight other men by the President of the United States as shown by the following document:

"John Adams, President of the United States of America—To all who shall see these presents, Greetings:

"Know Ye, That reposing especial trust and confidence in the integrity, diligence and ability of James Watson, Selah Strong, Samuel Slaight, Peter Cantine Junior, Stephen N. Bayard, James Gordon, Charles Newkirk, Moss Kent, and Comfort Tyler, all of the State of New York . . . I have nominated, and by and with the consent of the Senate do appoint them Commissioners of the United States under the Act of the Congress of the United States, passed on

the ninth day of July, 1797 to provide for the valuation of lands and dwelling-houses and the numeration of slaves within the United States to wit, the said James Watson for the second division, the said Selah Strong for the first division of the State of New York, and do authorize them to execute and fulfil the duties of their said offices, according to law; and To Have and To Hold the same, with all the rights and emoluments thereunto legally appertaining, during the pleasure of the President of the United States for the time being.

"In testimony whereof I have caused these letters to be made patent, and the seal of the United States to be hereunto affixed. Given under my hand, at the City of Philadelphia the 17th of July in the Year of our Lord 1798 and of the Independence of the said States the 23rd.

"John Adams, By the President.

"Timothy Pickering, Secretary of State."

"Here is the amount arrived at in this survey, as my great-great-grandfather set it down: the whole value of Dwelling Houses \$25,461,216, the whole value of lands in the State \$73,092,516, the houses and stores will bring in the State by the valuation act \$105,156.



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When Wireless Was Young

Continued from page 2

One autumn weekend in the year 1911 our neighbor, Mr. Frank C. Horton, had as his guest a young employee of the New York Marconi Wireless Company (later to become the Radio Corporation of America).

After dinner on Sunday afternoon, a rather short, stocky pleasant-faced chap sauntered over into our yard and appeared at the open door of our "wireless station." Immaculately attired in a blue serge suit, and wearing a black derby hat, our visitor puffed contentedly on a long, black cigar tilted at an angle from a corner of his friendly mouth. His eyes twinkled and a quizzically-disarming smile played over his broad countenance as he quietly asked a few questions. Upon interrogation, he admitted with considerable self-effacement, that he had some knowledge of wireless telegraphy.

With marked humility, he accepted my brothers' invitation to "tickle the key." Sitting at the crude boxboard table, with the key before him, he commenced to send. We glanced surreptitiously at each other in astonishment—downright wonder! Never before had our home-made set responded in such sputtering, rapid-fire style! Veritably, the instrument played a staccato tune. Clearly, this chap was no amateur or Marconi office worker. Of that we were quite certain.

Smiling shyly, again he confessed to some knowledge, having "served on a few ships as an operator." On the late afternoon train he departed for New York, and we never saw him again. How could we know that the pleasant-faced gentleman attired in a blue suit, and wearing a derby hat was destined to become the wizard and titan of radio?

Our Sunday visitor was David Sarnoff, now Chairman of the Board of Radio Corporation of America.

Wilson L. Glover
Southold

Grandma Mallison of Southold Town

Emily (nee Cleaves) Mallison was born in Franklinville, (now Laurel), Long Island, on September 27, 1824.

She often spoke of a cousin Addison Cleaves, who, in his days of retirement, combed all the east-end villages for information concerning the Cleaves family. My father, Wm. H. Griffing, was able to send him considerable data. I have often wondered if he put this information in a book or pamphlet.

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Grandma Mallison

Continued from page 10

Another cousin was in partnership with G. H. Corwin in a well established drugstore in Greenport.

Grandma was married early in life to Charles Mallison, an Englishman. They settled in Rocky Point (now East Marion) on a small farm of about six acres which was located on the north side of the main highway in the westerly end of the village. The one-and-a-half story frame dwelling was the second homestead as you entered the village.

After several years of prosperity, her husband died rather suddenly, leaving Grandma with three small children: Harriet, ten years of age; Charles Jr., eight, and Alice, only three years old (my mother).

Grandma, with her limited knowledge of farming, could not have raised her family without her good neighbors' help, viz., Augustus Jerome, with his two sons, John and Howard, who advised her how and when to plant the seeds.

The cow proved to be a source of income, for the sale of milk and home-made butter brought in a little needed cash.

The children helped as they grew older, but not always in the right way. For instance, Harriet and Alice were sent into the lot with a knife to cut a cabbage for dinner. Harriet, too show off before her little sister, said she would act the part of a butcher, and proceeded to cut off a part of the cow's tail.

On another occasion Harriet handed over the sugar bowl, in which all of the cash was kept for taxes, groceries, shoes and clothing, to a tramp who stopped at the lonely farmhouse. He said that he had been helping her mother out in the field, and that he was to stop at the house for his pay. He took all the cash, leaving the sugar bowl for poor Grandma. After the rod had been used, Harriet was sent to bed.

Some of the neighbors' children were invited in to visit during the long winter evenings. Grandma was a good story-teller and could hold her audience anytime with her ghost stories, told in a most vivid and thrilling manner; in fact, so realistically that the children were frequently afraid to go home in the dark. Then Grandma would put on her shawl and accompany them. She was very popular with the youngsters.

Charles Jr., at the request of his Uncle Bryer Cleaves, lived with him in Franklinville.

Grandma was a Baptist, and attended church services in Sterling (Greenport). She transferred her

Continued next page

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Grandma Mallison

Continued from page 11

membership to East Marion when the Baptist Church was established in this village.

In her girlhood days she attended a singing class in her native town. This experience served her well about the time she joined the East Marion Church. With her usual zeal she took her tuning fork to all the prayer meetings,

and before anyone else could find their place, she had started the hymn and in the right key.

She was hard to beat, so the charitably minded folks yielded to her. She kept this up for years until her own children said to her, "Please give way to the younger folks for they prefer the organ rather than your tuning fork." Others said her voice was getting old and sort of cracked.

She rarely ever received a gift without making a return of some kind. A neighbor, Lillian (Gardiner) Redmond, gave her a nice box of writing paper for a Christmas present. Poor Grandma got her slate mixed, and Lillian was given back the box of paper the following Christmas.

Grandma was a good weather prophet and enjoyed making prognostications for each and every day. She had a few household articles which her husband had brought from England—a chest of drawers, steel knives and forks with bone handles, etc., which she prized very highly. As a young man I was often invited to have Sunday dinner with her and at such times the knives and forks were put in use.

As the girls grew to womanhood, Harriet married Abraham Tuthill, a farmer of Orient; Alice married Wm. Hollis Griffing, a farmer and writer for local papers and the Brooklyn Times. Charles Jr. married Jennie Cooper and after her death, Ella Mulford of East Hampton.

Charles was a captain of many seagoing vessels. He held a master's license for steam or sail, which I have in my keepsakes. One of his last posts was as mate and pilot of the yacht Vergana, owned by a son of one-time Governor Flower of New York.

Grandma contracted a cough which gave her some trouble and annoyance. She was very fortunate in having Dr. John Ireland, one of Greenport's best doctors, prescribe for her troubles. He very often told her the cough would not be the means of her death.

Continued next page

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Grandma Mallison

Continued from page 12

Good Dr. Ireland charged her half price, fifty cents, for a house call and sometimes gave her a nice large orange. At times on his way back from Orient he would leave a quart of milk which could not be purchased in East Marion at that particular time.

Grandma was not a very profitable patient, but she surely did a lot of advertising of the good doctor's virtues, as hundreds of others living on the east end of Long Island could do.

Dr. Ireland had a large practice, with his faithful Jim to drive the horse. He made his calls any time of day or night, in all kinds of weather. Not only did he dispense medicine, but good cheer went with the dose he left at the bedside. I know, for he was our doctor, and what a welcome sight it was to see him coming.

After Grandma's children were all married, having homes of their own, she sold the farm and purchased a small house, built on a half-acre of land located in the center of the village. The house is still standing, unoccupied by the present owners and sorely in need of repairs.

Grandma lived to a good old age, even as Dr. Ireland had prophesied. She was an honor to her family,

church and village.
Captain Eugene S. Griffing,
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Chamber in The Old House, Cutchogue. Photo by James Van Alst.
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Birth of Scooter

Continued from Page 7

them to be used for racing and other sports, shipping them to the Great Lakes and New England as well as to all parts of Long Island.

I well remember my father telling me over a half-century ago that "when some other man makes a device one may operate wholly and successfully by sail, with no rudder, then you can say he has equalled your father." He passed away in 1914 but before his death he said, as he had many times, "When will we be able to read a good definition of a scooter in the dictionary?" Well, there is a fair one today, but it took over a half-century to get it in.

Today the so-called scooter is an ice yacht scooter type, but nine out of ten will not cross a water-hole from ice to ice. Nevertheless, they all give the world of sport a lot of fun. The real scooter is a one-man boat. If reefed to the breeze and not overloaded, it is the safest conveyance for travel over ice and water. In its early days it was a boon to the market duckhunters, taking them to and from their shooting spots in almost any weather, and permitting them to retrieve dead ducks—often impossible with any other kind of boat.

There was a time when baymen had only a flat-bottom rowboat on a hand sled, dragging it over the ice and launching it when they came to open water, then reloading it on the sled to continue over the ice — which meant plenty of heavy work. When they put runners on boats, including the Seaford skiff, other than the real scooter, they got into all sorts of trouble.

For years I have talked with baymen of my own age and some much older all along the south shore bays, and they have all agreed that the first real scooters were produced at Bellport and that my father was the pioneer builder, with Richard B. Ham-

el as an associate. Capt. Frank D. Corwin of Brookhaven, retired warrant officer of the U.S. Coast Guard, now 84 years of age and no relative of ours, has told me that long before he entered the old Life Saving Service in 1895 my father and Richard B. Hamel were building and sailing the first scooters he had ever heard of.

Later Captain Frank built fine scooters and could sail them better than any man alive today, in my opinion. He competed in many of the races held on South Bay ice and he won most of them. He is a man respected by everyone who has ever known him and, having a fine memory, I am sure that no one would question his statement that my father, the late Capt. Wilbur R. Corwin designed and built the first South Bay scooter at Bellport and also perfected the device by beveling and rockering the runners, and adding the jib-sail for steering.

About Ephram Byram

Enjoyed reading Russella J. Hazard's account of Ephram Byram, Famous Clockmaker, in the October issue of the Long Island Forum very much. Perhaps your readers would be interested in a reference made to the Sag Harbor clockmaker in a letter written in January 20, 1839 by a 17 year old boy from that village, Esra Gardiner, to his brother, Samuel Gardiner, then practicing law in Cincinnati, Ohio.

After appealing to his brother to let him come out west to learn a trade, Esra continues his letter with "matters and things in general". His reference to the clockmaker begins, "I visit Ephram every evening and (he) asks about you and wishes he was with you,

he is going to Philadelphia in the spring, he put the Methodist clock dials up yesterday the Presbyterian (b-?) looks hard at them to think they take the shine off of their old wooden clock. He tells me how you came there one afternoon and asked him if he would learn you to play on a flute, he said you learnt on one 9 inches long. I can play about a dozen tunes on your violin. I hope I shall be with you in the spring and play with you. I will say no more about myself but hope I shall live with you and learn my trade with Richard ----".

Esra's letter, dated January 20th, makes his "yesterday" the 19th, a discrepancy of one day as compared with Mr. Byram's own account book, in which he had noted, "Put on dials Jan. 18, 1839", but that difference in dates could well be due to the same carelessness that is evident in Esra's spelling as in "Ephram" and "Presbyterian".

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"History Long Island"

"Historic Long Island in Pictures, Prose and Poetry", is well on its way towards setting a new sales record in its field. Sold by the Long Island Forum, Amityville, at \$5 postpaid, it is also being handled by a number of the island's leading book stores.

The book, by Paul Bailey, Suffolk County Historian, printed on fine quality paper and handsomely bound, contains well over 100 illustrations of old homes, churches, mills, lighthouses and other historic subjects. A chapter entitled An Outline of the Early Years briefly describes the island's development from its discovery in 1524 to the early 1800's.

Numerous episodes during colonial times and later are related in prose while such outstanding events as Richard Smith's famous bullride and Austin's Roe's stirring part in the island's underground during the Revolution are described in verse. Other poems, all in light vein, describe such local activities as treading clams, spearing eels, "wrecking", whaling, etc.

After reading his copy of the book Dr. Albert B. Corey, State Historian and Director of the Division of Archives and History of the State Education Department, wrote the author as follows:

"I should like to compliment you on this book. It has that rare distinction of telling the story of an area as a whole and at the same time of embellishing that story with the personal touches and local incidents which add the third dimension of depth. So often it is the depth which is lacking that it is particu-

larly pleasant to find it in your book. The illustrations are excellent in that they are not mere additions to the text, they are basic to an understanding of the story. The format is so attractive that anyone who picks up the book is bound to enjoy it.

"I hope you continue to publish Long Island history in this way."

Here are some other comments received on "Historic Long Island in Pictures, Prose and Poetry":

The book is an excellent compilation of Long Island historical sketches, well illustrated—and, of course I am especially interested in the pages you have given to my ancestor Captain John Underhill. The book is beautifully done. Myron C. Taylor, Locust Valley and New York.

I like and highly prize your book; its format is excellent, its illustrations most interesting and informa-

tive, especially those of old homesteads, mills, windmills, lighthouses. Your prose and poetry are superb; your text describes and restates an age of living seemingly of a lost or fast disappearing era. Newcomers to Long Island will find your history indispensable both in home and school. Natives will love it. It is a most desirable addition to my L.I. Collection. Cornell Mulford, President Oyster Bay Historical Society.

It was a wonderful experience receiving and reading your new book. * * * I don't know whether you know it or not, but the office at the left of the picture appearing on page 21 is my law office. The windowed portion of the Pelletreau Shop was added by a recent owner about seventeen or eighteen years ago. David H. Gilmartin, Southampton, Past-President Suffolk County Bar Association.

Continued on page 17

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I could not resist the temptation to immediately read the book's early pages. It is written in intimate, easy style, quick to make one feel at home, and the illustrations are abundant and fascinating to store our minds with the most interesting past of dear old Long Island. Charles D. Cords, Counselor at Law, Brooklyn.

I don't know when I have seen a more handsome cover. It is distinguished and beautiful and just rich enough looking without being too rich or arty. Also the text is the kind that can be picked up at odd moments for pleasure. Again my congratulations. Edwin Way Teale, nationally known author on natural history.

The paper and the binding are really beautiful; the contents so well planned, make a fine addition to Long Island literature. * * * I think that Captain Kidd's story in rhyme is a treasure, a really great accomplishment. (Mrs.) Mary E. Bell, East Hampton.

I have looked through the book and have been impressed at the variety of pictures and also by your ability with words. I had several good laughs and completely approve of history with humor. In fact, I consider your treatment of John Howard Payne's birth a true classic, and I hope I can quote "The Midnight Rides of Austin Roe". There should be more historians who can appreciate that history is important, but that it also has a lighter side to it. William G. Tyrrell, Historian, Albany.

A fine Long Island book! Jesse Merritt, Nassau County Historian.

I enjoyed my first copy so much that I gave it away as a house gift to a former Long Islander who was delighted with it. Please autograph this next copy so that I will not be tempted again. Mrs. Charles F. Pfeifle, Babylon.

I have read and reread your most informative and pleasurable book. Although I am a comparatively late "settler" on Long Island, I feel very strongly that your latest book should be in the hands of everyone who has either a present interest in, or pleasant memories of, the people, places and events of the earlier days of the island's fascinating history. Carleton F. Wiley, Merrick.

Our whole family have enjoyed your book. We take turns in read-

ing it aloud. The style in which it is written and the events which it describes are interesting to all. Your poem about Captain Kidd was most delightful and descriptive. It particularly entranced our children from eight to fifteen who always thought he was a very bad pirate. John B. Wolff, Jr., Garden City.

We have been delighted with the book and have had some wonderful belly-laughs from the poetry. You have done a grand job. Julian Denton Smith, Secretary Nassau County Historical Society.

Nothing has given me so much pleasure in many years. Every page brings memories of the happiest times of my life, years ago, on our east end farm. Your eel story and poem are a masterpiece. (Mrs.) Eva Young Parson, New York.

Needless to say, I am enjoying the book very much. Mrs. William A. Gleason, East Islip.

What a job you had to compile such a work. There is so much of interest. We prize it highly. Captain Wilbur A. Corwin, Bellport.

Although thus far have only skimmed thru, viewing fine photos of island scenes of long ago, it is apparent that the book is excellent. * * * Dr. Josiah Case's pictures (1900) of seine-drawing for bunkers were taken when I was a youngster residing on Skunk's Lane in that vicinity. Bunkers and Skunk—there's something rather synony-

mous. As indicated in your foreword, an injection of the lighter vein does render history so much more readable and human. Have read several of your rhymes and they are aptly descriptive of their era. Wilson L. Glover, Southold.

What a fascinating edition it is from the little old fireplace on the cover to the very last paragraph. (Miss) Marion F. Overton, Flushing.

I was delighted with the book. Cyril A. Lewis, Secretary American Watercolor Society, New York.

I have already read portions of it, and congratulate you on such a fine work. Pierson R. Hildreth, Associate Suffolk County Attorney.

We love the poetry, the pictures and all the historical bits about places and people. Mr. and Mrs. Edward McGall, Orange, N. J.

I am very pleased to inform you that I am placing your Historic Long Island on both my New York City and New York State History course bibliographies at Columbia University. Dr. Mark David Hirsch, lecturer at Columbia University and historical writer.

Your book is fascinating. We have all enjoyed it very much. Mrs. Charles A. Axtmann, Bellport.

Your book is excellent and would be a welcome addition to any library. Richard A. Winsche, Educator, Bellerose, N. Y.

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More About the Aaron Burrs

An error committed by the Forum in Dr. Clarence Ashton Wood's article, "Island's Early Lotteries", in the November Forum has brought some very interesting corrections, several of which were used in the December issue. Samuel Engle Burr Jr., President General of The Aaron Burr Association, Washington, D.C., has since written, in part:

"On page 217 there is some comment concerning the use of lotteries in order to raise money for the College of New Jersey, which now has become Princeton University. These lotteries were arranged by Rev. Aaron Burr, who was an original trustee of the College, and who became its second President. It was he who chose Princeton, New Jersey, as the new location for the College, and Nassau Hall was erected under his supervision.

"Rev. Aaron Burr married one of the daughters of Rev. Jonathan Edwards, and they had two children, Sarah (Sally) and Aaron the younger. Rev. Aaron Burr died in 1757 when the children still were infants. The trustees of the College chose his father-in-law, Rev. Jonathan Edwards to succeed him as President. Both Mr. Edwards and his daughter, Mrs. Burr, were inoculated against small-pox, and they died within a few days of one another, as a result of this, after Mr. Edwards had served as President of the College for only about

6 weeks. Mrs. Edwards then came to New Jersey and went on to Philadelphia, where the children were being cared for in the home of Dr. Shippen. She became ill on this trip and she also died, so that the two children lost their father, mother, grandfather, and grandmother within a period of one year.

"The younger Aaron Burr, who became a colonel in the Army of the Revolution, and who served later as the Vice-President of the United States, graduated from Princeton in 1772 and received an honorary Doctor of Laws degree from Princeton in 1802."

Continued back cover

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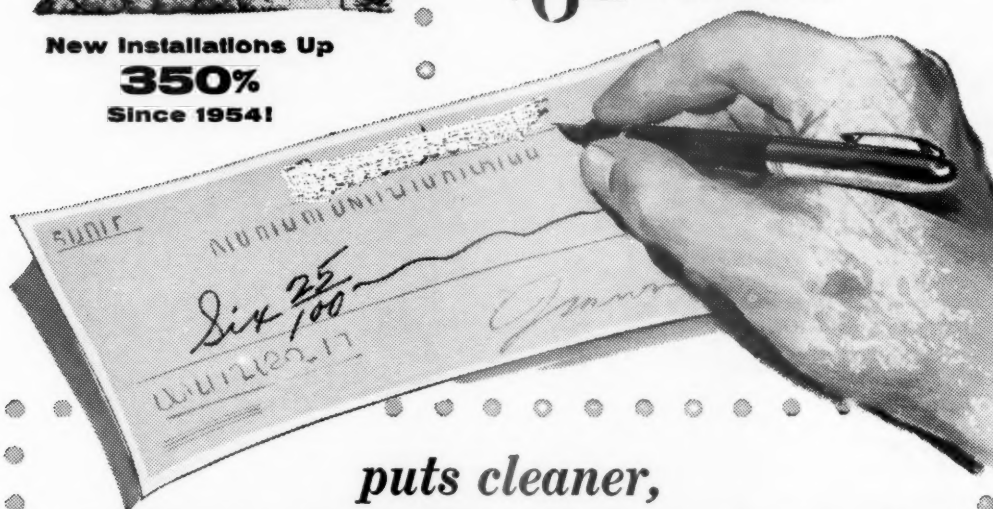


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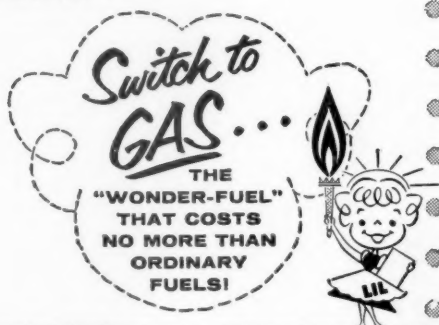
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More About the Aaron Burrs
Continued from page 207

From Clarence Russel Comes of Cutchogue we have also received the following interesting information: "At the Arts High School in Newark there is a bronze tablet 'Erected to the memory of two famous Newarkers. The Rev. Aaron Burr (1716-1757) ***** and his son, Col. Aaron Burr (1756-1836)' and a long list of their accomplishments. The Burr family were colonial settlers in Fairfield, Ct. One branch of the family owned all of Nassau Point in Cutchogue shortly after the War between the States and there is a family burial lot in the well-kept local cemetery."

Old Time Pitcher

Mr. Harry Blanks' letter in the November Forum about the Hawkins baseball team, and his reference to a pitcher Pumpelly of Yale prompted me to show it to Spencer Pumpelly who lives here in Owego.

It loosened a flood of ancient baseball history, for he is the pitcher referred to. He is in touch with some of the old Yale gang and told me how they played the length of Long Island back before we got into the First World War. The whole team spent the summer at Quogue where they played as the Quogue Field Club. Pumpelly remembered Harry Blank, his rival pitcher on the Hawkins team, and Dave Seaman—a fine hitter, who played centerfield for the Hawkinses.

Pumpelly sends his best regards to the oldtimers down your way.
George Montgomery
Olean, N.Y.

Island's Largest Display

Ira J. Friedman, 215 Main Street, Port Washington, who has the largest display of Long Island books, maps and other material, is selling Historic Long Island in Pictures, Prose and Poetry at list price exclusively in that territory.
—Adv.

Rev. Samuel Buell, D.D.'s "Faithful Narrative of the Remarkable Revival of Religion in the Congregation of East Hampton" in 1764. Printed by Alden Spooner at Sag Harbor in 1808. Complete, but needs binding. 144 pages. With Buell's portrait and biographical sketch.

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